



The Herald this week starts out with a new railroad editor who promises to keep us right up-to-date on railroad news and items about railroad people. We predict that this will be one of the most interesting departments of the paper. All contributions for this department should be addressed to the Railroad Department of The Alliance Herald in order to insure their being given proper attention. Contributions are solicited and news items are appreciated. Phone 340 if you have an interesting item.—Editor.

F. A. Hively, chief clerk to the general supt., returned Monday from a business trip to Lincoln and Omaha.

Olaf Kuhn has resigned his position as the freight house intending to enter service on the road as fireman or brakeman.

J. J. Cox, commercial agent of the Burlington with headquarters at Lincoln, was in Alliance calling on officials and patrons of the road.

Local friends of traveling auditor Hart received word that he is improving rapidly and will soon be able to resume his duties. Mr. Hart was injured in the wreck near Sheridan some time ago.

Supt. W. M. Weidenhamer has been in Chicago for the past week attending a meeting of the operating officials. On his return he will be joined by Mrs. Weidenhamer who has been visiting at Gatesburg.

No. 42 Sunday morning was delayed three hours by the derailment of two loaded cars in an extra east just west of Belmont. The crew of the extra rerailed the cars without the assistance of the wrecking outfit.

Regular No. 42 Monday morning was four hours late to the Sheridan division. The Deadwood equipment was run as first 42 on time Edgemont to Seneca, connecting with 40 at that point. No. 301 for Denver was held for regular 42.

General Supt. E. E. Young and Division Supt. G. L. Griggs of the Sterling division made an inspection trip from Guernsey to Alliance on Tuesday. Supt. Griggs returned to Sterling the same day, his private car being attached to 303.

Roy Burns, night train crew caller, has been promoted to night yard clerk at the yard office, filling the vacancy made by the transfer of James Yanders to the train service. Harold Beardon has been given the position as night train crew caller.

J. C. Schafer employed in the round house while removing a draw bar from an engine had the index finger of his right hand severely and painfully bruised. Dr. Hershman attended the injured member and Mr. Schafer will be off duty for a couple of days.

Operators Mackey and Dowell working first and second trick at Edgemont today developed what the doctors pronounce a very slight case of small pox. All precautions have been taken to prevent the spread of the disease, the entire building in which the telegraph office is located having been disinfected and the two operators placed in quarantine.

C. A. Sprague, who was transferred from the relay office here to the relay office at Sterling on account of

reduction of force, spent Sunday in Alliance and left Monday for Broken Bow where he will relieve the cashier for a short vacation, returning to Alliance he will act as relief operator for the men in the relay office while on their summer vacations.

Two more of the self winding clocks have been installed by the Western Union the past week, one at the Elks Club and the other at Mallery's grocery. This makes 20 of these clocks now on the circuit in Alliance, they being wound and set each hour from the master clock in the telegraph office, giving absolutely correct Mountain time always.

The Burlington Employees' Magazine for April, just out, contains a picture of General Superintendent E. E. Young, with the following history of his railroad life:

He started in as switchman at Pacific Jct., promoted to Yardmaster, promoted to Genl. Yardmaster, St. Joseph; went to Lincoln as Trainmaster; then to Denver where he was Trainmaster only a short time; promoted to Supt. at McCook; then to Sheridan, Wyo., as Trainmaster; then promoted to General Supt. at Alliance, Neb.

One day last week witnessed the effect on at least one citizen of Alliance the campaign being waged by the Burlington in the interest of "SAFETY FIRST" showing an example of good judgment that should be followed by employees as well as traveling public. No. 44, ready to leave on time, the conductor watch in hand had given the familiar "all aboard" when a former employee in the train service, but now a business man of Alliance, rushed in, bought a ticket to Omaha and arrived on the platform just as the train started to move. He was seen by the porter, who got ready to assist him, but he shook his head and said, "No, might slip, 42 will be along tonight. I'll try and get here on time." He had probably read one of the bulletins issued by the committee on "Safety First."

MEET THE PROBLEM OF THE MAIIS

If Congress will add to the duties of the post office department it must furnish the equipment requisite for the new tasks imposed. There is no sense or justice in visiting upon postal employees condemnation belonging higher up. Rural delivery, postal savings banks, and the parcel post are admirable new features of the national postal system, too long delayed and still far from adequately appreciated or used. But to carry them on with a staff of workers not correspondingly increased makes inevitable intimations such as now find public expression concerning tardy handling of first and second-class mail matter. If, as it is charged, the department of late has been scamped in the congressional appropriations, then it is not surprising that some defects should appear, but we feel that they are surprisingly few, when we remember the enormous number of pieces handled and the vast territory over which distribution must take place. Criticism based on European contrasts overlooks fundamentally different geographical conditions.

Apparently there must be further readjustment, perhaps a considerable amplification of force and facilities, before the postal service of the country will be in position to handle the largely increased mass of matter without delays here and there. To

an outsider it might seem that the pressure of parcel post matter was acting in a way to prevent prompt handling of the second-class mail, if not occasionally the first-class matter. Something seems to be needed, somewhere, to keep all kinds of matter always in motion from the beginning of a journey to the very end. Perhaps train service should be amplified; perhaps there should be more clerks; very probably there should be in many instances more room for matter that means new bulk. But we believe that both the post office authorities and the great army of employees are alike working to effect the needed improvements, and meanwhile we feel that in the trying times that have accompanied the introduction of a new and uncertain factor in the postal service great credit is due the department and its hardworking employees that the congestion at important centers has not been allowed to cause any serious inconvenience to general business. We believe the average post office employee, whatever his position, has some pride in keeping his particular part of the service on time, and doubtless this professional pride of individual men lifts the department over many a difficult place in time of stress.—Christian Science Monitor.

GOING TO MONTANA

Dan O'Keefe was in town Monday getting ready to go to Lewistown, Mont., with Wm. Elmore. He will remain about three months, possibly longer, during which time The Herald will keep him posted on Box Butte county news.

Deafness Cannot Be Cured
by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional treatment. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give one hundred dollars for any case of deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free. F. J. CHENEY & CO., Toledo, Ohio.

Sold by druggists, 75c.
Take Hall's Family Pills for constipation.
Advt.—Apr 24, Aug 7-28

For every surplus there is a human want.

The business of the want ad is to bring buyer and seller together quickly.

Put the next "I wish" that slips through your mind into a practical step toward obtaining your desires, by investing in a want ad.

SPORTING NOTES

Readers of The Herald who are interested in sports will learn with pleasure that we have secured the services of "Doc" Bates Copeland who is a local authority on all that pertains to sports and who will have charge of this department in The Herald. "Doc" can be depended upon to keep us fully informed on local and general sport doings. We will miss our guess if he doesn't make this new department a mighty interesting and important one to The Herald. Herald readers are invited to submit disputed questions to the Sporting Editor for answer. News for this department should be addressed to the Sporting Editor, Alliance Herald, or phoned to "Doc" at 298.—Editor.

STANDING OF CLUBS April 23, 1913.

American League			
	W	L	Pct
Philadelphia	6	1	.857
Washington	5	1	.833
Cleveland	7	4	.636
Chicago	6	6	.500
St. Louis	5	6	.455
Detroit	5	7	.417
Boston	3	6	.333
New York	1	7	.125

National League			
	W	L	Pct
Philadelphia	4	1	.800
Pittsburg	7	2	.778
New York	5	2	.714
Chicago	7	3	.700
Brooklyn	3	4	.429
St. Louis	3	6	.333
Boston	1	6	.143
Cincinnati	1	7	.125

Western League			
	W	L	Pct
Denver	4	1	.800
Omaha	4	1	.800
Lincoln	4	1	.800
St. Joseph	2	2	.500
Topeka	2	3	.400
Des Moines	2	3	.400
Sioux City	2	3	.400
Wichita	0	5	.000

In the Spring time a young man's fancy turns to—base ball and such.

Today's Denver News gives a picture of Pitcher Johnny King in action and picks him as the mound artist for today's game. By his fast showing I believe he will win.

The local fire department track team champions of 1912 are busy digging their track uniforms and liniments preparing for a severe training session preparatory to the state tournament to be held here the latter part of June. A little warm weather will find the boys doing the steady grind, as there will be strong competition represented this year.

After a week's play in the big leagues the last year's second division teams seem to be playing in better form than the first division teams, except Washington in the American, which team will bear watching. Perhaps they will look different after a trip or two around the circuit. I look for all teams to finish with a closer percentage basis than in previous years. You will notice that fact especially true with the Western. Denver has lost some of its last year strength. Omaha is practically as strong as last season; Soo City is somewhat stronger; Lincoln will be a hard contender with the remainder of the teams. Well balanced. Of course, Denver looks the best owing to the fact that they are King to rule them, and by the way, he is surely delivering the goods.

Last Saturday's pugilistic affair on the coast clearly demonstrated that the Grand Little Man, Ad W. East, can no longer travel the route. Tommy Murphy handed him severe punishment in the last four rounds of their 20-round go. As the old lights descend the pugilistic ladder new lights pass them on the way up. Watch the Bedford, Ore., boy, Bud Anderson.

The next contest in the heavy-weight class next month will be watched with great interest by the sporting fraternity, as it will be a good sand test of the fighting ability of both Jess Willard and Gunboat Smith. In the feather weight class champion Johnny Kilbane defends his title against Johnny Dundee, on the coast the 29th, in 20 rounds. It will keep Kilbane stepping at top speed to defeat his opponent, as Dundee is a fast, clever, aggressive fighter, and he carries a harder punch than Champion Kilbane.

Eddie McGorty vs. Jimmy Clabby at D. A. C., Denver, Colo., May 2. This means a meeting of a pair of the classiest boxers in the middle weight class. The winner will meet Frank Klano, and the winner of the latter contest will settle who is master of this division. McGorty is heralded as the coming champion, and he sure has the class, a nice clean man and a clean fighter. In meeting Clabby he will have his hands full as Clabby is some bear cat over the ten round route. A number of local fans attended the Clabby-Baker go some months back and have words of praise for Clabby. The way he worked Baker over was just like a prairie fire going around a hill, and Baker is some shucks himself. I pick Clabby to win.

If you had an ambitious clerk in your store, in whom you were especially interested, who started a small store in a neighboring town, and you offered to help him with suggestions with his buying, even letting him use your credit, and he refused all such offered aid, what would you think of him? Without any apologies we assert that the situation is practically the same with regard to the advertising service offered thru this paper to our advertisers. Get the suggestions, anyway; if you don't like them you don't have to use them.

CHANGED HANDS Keystone Restaurant

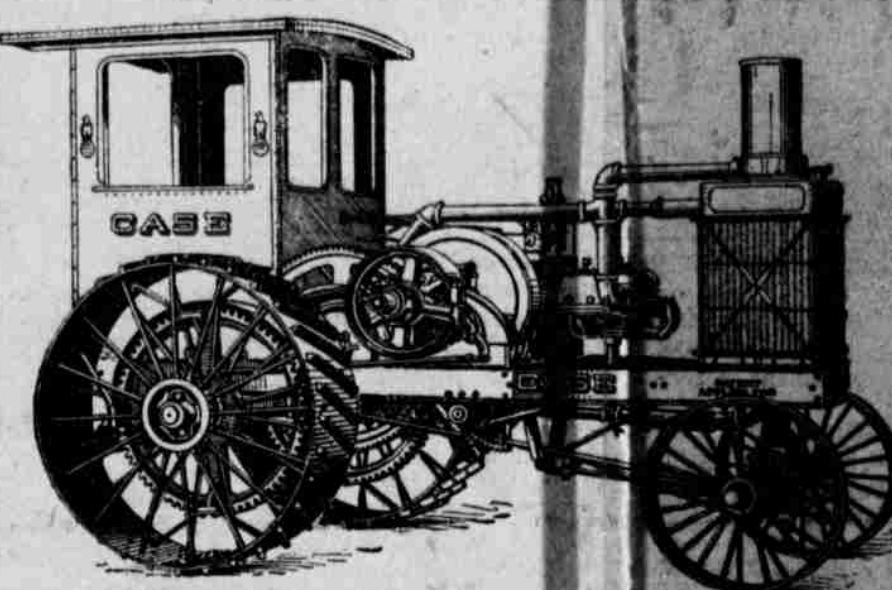
Give us a call and bring your friends
Meals, 25c.
Short orders—Lunches put up
Big Chicken Dinner Each Sunday, 25c
ADALINE WATSON, Prop.

Hide Market

We will pay the following prices for hides, F. O. B. my house in Alliance:

Green Salt cured native hides, (that are free from side brands)	12c
Green salt cured side brands over 40 pounds	11c
Green salt side branded light 25 to 40 pounds	10c
Side branded kip under 25 pounds	9c
Dry Flint hides	18 to 20c

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By GEO. A. HILLS, Manager Alliance Branch



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Complete breaking outfits
sold on most liberal terms
30 and 40 horse-power engines, and
gang plows of 6 to 12 plows

NO CASH NEEDED

I will take payment for engines and plows in breaking, seeding and harvesting, paying \$4 per acre for land purchasers break and seed for me.

I make this liberal offer because I expect to seed several thousand acres to flax, and have work for several men. Thus I offer immediate opportunity to pay for engines and plows. I furnish seed

For information, see

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